

REMARKS

Applicant wishes to thank the Examiner for considering the present application. In the Office Action dated May 19, 2005, claims 1-43 are pending in the application. Applicant respectfully requests the Examiner for reconsideration.

Claims 1-43 stand objected to for informalities in claims 1 and 3. Applicant has amended claims 1 and 3, along with other claims, to remove the informalities.

Claims 39-42 stand rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention.

Claims 39-42 have been amended to provide antecedent basis for the claims. Applicant believes that these rejections have been overcome.

Claim 1 stands rejected under 35 U.S.C. §102(b) as being anticipated by *Schlichenmaier* (5,120,114).

Applicant has amended claim 1 to correspond to the scope of claim 7. Claim 1 recites determining a presence of the trailer and applying brake-steer to the vehicle in response to the trailer by applying at least one brake to a first wheel to reduce the turning radius of the vehicle and trailer.

Applicant respectfully submits that no teaching or suggestion is found in the *Schlichenmaier* reference for applying at least one brake at a first wheel to reduce a turning radius of the vehicle and trailer. Because the *Kim* reference was used in the rejection of claim 7, Applicant will address the *Kim* reference as well. The *Kim* reference teaches reducing a turning radius of the vehicle by applying a brake. However, no teaching or suggestion is provided for a vehicle with a trailer and applying brake-steer to reduce the turning radius of the vehicle and trailer in response to the presence of a trailer.

Independent claim 17 has been amended in a similar way to that of claim 1. Applicant therefore respectfully submits that claim 17 is believed to be allowable for the same reasons set forth above with respect to claim 1.

Claim 2 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of EP-0253964 (EP '964). The EP reference does not teach or suggest the elements missing from claim 1. That is, no teaching or suggestion is set forth for reducing the turning radius of the vehicle in response to the presence of a trailer. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claims 3 and 5 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of EP-0253964 as applied to claim 2, and further in view of *Oyama* (6,112,845). Although the *Oyama* reference detects being in reverse by reverse detecting unit 18, the *Oyama* reference does not teach or suggest the application of brake-steer to reduce the radius of a trailer and vehicle. Applicant therefore respectfully requests the Examiner to reconsider the rejection of claims 3 and 5.

Claim 4 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of EP-0253964 as applied to claim 2, and further in view of *McColl* (4,372,407). Claim 4 is directed to generating a reverse signal from a push button. The *McColl* reference does not teach or suggest the use of brake-steer in response to the detection of a trailer. Applicant therefore respectfully requests the Examiner for reconsideration of this rejection as well.

Claim 6 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of EP '964 as applied to claim 2, and in further view of (US 2005/0027402) to *Koibuchi*. The *Koibuchi* reference also does not teach or suggest the use of a vehicle and trailer and therefore no reduction in the turning radius of the trailer and vehicle is taught or suggested. Applicant respectfully requests the Examiner to reconsider the rejection of this claim as well.

Claims 7 and 16 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Kim*. Applicant has discussed this rejection above with respect to claim 1.

Claim 8 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Urvoy* (5,307,888). Applicant respectfully submits that no teaching or suggestion is provided for a trailer and a vehicle in the *Urvoy* reference. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claims 9, 17, and 29 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Wood* (5,708,435).

Claims 9, 17, and 29 describe applying a vehicle brake and a trailer brake. However, Applicant respectfully submits that no teaching or suggestion is provided in the *Wood* reference for applying the vehicle brake and trailer brake to reduce the turning radius of the vehicle and trailer in response to the presence of a trailer. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claim 10 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Posselius* (6,804,597).

The *Posselius* reference also does not teach or suggest the application of brake-steer to reduce the turning radius of the vehicle and trailer. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claims 11 and 12 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Noll* (5,455,557).

Applicant respectfully submits that the *Noll* reference also does not teach or suggest the reduction of the turning radius of the vehicle in response to detecting the presence of a trailer. Applicant respectfully requests the Examiner to reconsider this rejection as well.

Claims 13 and 15 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of JP 2002-12172 (JP '172). Applicant respectfully submits that neither reference teaches or suggests reducing the turning radius of a trailer and vehicle in response to the presence of a trailer.

Claim 14 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Traechtler* (6,804,597). Applicant respectfully submits that neither the *Schlichenmaier* nor the *Traechtler* reference teaches or suggests the use of brake-steer to reduce the turning radius of the trailer and vehicle in response to the presence of a trailer.

Claim 18 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Wood* in further view of EP '964. The Examiner is directed to the rejection of claim 2 for response to this rejection. Likewise, the rejection of claims 20, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, and 38 correspond, respectively, to claims set forth above. Applicant therefore respectfully requests the Examiner to reconsider the rejection of these claims as well.

Claims 39 and 40 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Kim* as applied to claim 31 above, in further view of *Gerum* (5,747,683).

Claims 39 and 40 correspond, respectively, to generating a steering wheel angle signal and a yaw rate sensor signal in applying brake-steer in response to the reverse direction signal and the steering wheel angle signal or the reverse direction signal and the yaw rate signal. Applicant respectfully submits that the *Gerum* reference does not teach or suggest applying both the vehicle and the trailer brakes to reduce the turning radius of a vehicle and trailer. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claim 41 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Kim* in further view of *Matsuda*.

The *Matsuda* reference also does not teach or suggest towing of a vehicle. Therefore, the *Matsuda* reference does not teach or suggest the elements missing from the above combination.

Claim 42 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Kim* in further view of *Gerum* and *Morita* (5,480,221).

The *Morita* reference also does not teach or suggest the use of a trailer and vehicle combination. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

Claim 43 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Schlichenmaier* in view of *Kim* in further view of *Breen* (5,005,130). Applicant respectfully submits that the *Breen* reference does not teach or suggest applying brake-steer in order to reduce the turning radius of the vehicle. Applicant therefore respectfully requests the Examiner to reconsider this rejection as well.

In light of the above remarks, Applicant submits that all objections are now overcome. Applicant respectfully submits that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney. Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,



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